

1000 to 1200 Die in Chicago Boat Disaster; Four-fifths of Lost Women and Children; U.S. and State Sift Upsetting of Picnic Ship

BERLIN NOTE WARNS BRITAIN OFFICIALS SAY

Think Stand on
Submarine Has
Broader Range.

GERMAN CHANCE TO BE U. S. ALLY

May Co-operate Toward
Freedom of Seas for
Neutral Shipping.

[From The Tribune Bureau.]

Washington, July 24.—Great Britain as well as her enemies must read a solemn warning in the note just dispatched to Germany. This is the opinion of many officials who studied the note to-day and believe the document is not only a final disposition of the German controversy, but a statement of a position which this government is prepared to back up to the letter, no matter who may be affected.

Much comment was called forth by the passage in which the United States "invites the practical co-operation" of Germany "at this time when co-operation may accomplish most and this great common object (the freedom of the sea) be most strikingly and effectively achieved."

Officials interpret this to mean that if the German government will abide by the rules of international law in prosecuting her submarine warfare, the United States will undertake to compel observance of the same principles by Great Britain. It gives Germany an excellent opportunity to make virtually in ally of the United States, officials say, and puts England at once on the defensive.

Diplomats here are anxious to see whether the German Foreign Office will have the foresight to grasp this opportunity. Good judgment, they think, should dictate such a policy, as Germany would have a great deal to gain thereby than by the unlawful practice of destroying ships without warning, which up to this time has netted little in a military way.

Chance to Raise Blockade.
By forcing the United States to prosecute its grievances against England, on the other hand, they might be instrumental in raising to a certain extent the blockade that has cut Germany off from trade not only with the United States but with the neutrals of Europe.

The United States is prepared to call Great Britain sharply to account for unlawful operations against neutral commerce, but has been prevented from doing so up to now by German obstinacy in refusing satisfaction on the submarine issue.

It is believed now that the question is disposed of unless Germany reverts to the methods that destroyed the Lusitania. It is confidently expected that she will not do this.

A great many read in the note a threat to Great Britain of increased strenuousness in prosecuting American claims, although they say the passages in the note in which this is suggested are intended for popular consumption in Germany. The statement that this government will "without compromise and at any cost" continue to contend for the freedom of the seas is thought to be a first step in action more vigorous than has been asserted in the past in support of its contentions.

Those who hold this opinion, however, point to the fact that the difficulties with Great Britain are of a highly technical nature, involving principles of international law which have never been precisely defined. The whole question of the legality of the long distance blockade, they say is one that cannot be settled by reference to specific documents and precedents. For this reason the negotiations with Great Britain are necessary, and the five, with the exception of a few, are of a highly technical nature, as the loss of American lives is not involved.

Solution Laborious Task.
What this government can and will attempt to do with regard to Great Britain is a question of the long and arduous principle that all the disputed points must be settled according to the law of nations. When this is concluded by Great Britain a great deal will have been accomplished, but the solution of the problem will not by any means have been reached. The interpretation of the law to mutual satisfaction will be a minute and laborious task.

How the German people will look upon our latest note is of tremendous interest here, as it is believed the German government will probably guide popular opinion in the channel it desires it to follow. Diplomats think the authorities in Berlin would play a trump card in regarding the note as a great concession from the United States and in allowing this impression to trickle through the press to the people of the empire.

In this way not only would a friendly feeling be preserved, but the German government would get credit for skillful

BRITISH PLEDGE FAITH ON WAR ANNIVERSARY

London, July 24.—The anniversary of Great Britain's declaration of war on Germany, August 4, will be marked throughout the Empire by reaffirming British determination to continue the struggle unswervingly. The pledge will be embodied in this resolution, approved by Premier Asquith:

"That on this anniversary of the declaration of a righteous war, this meeting of citizens of — records its inflexible determination to continue to a victorious end the struggle for the maintenance of those ideals of liberty and justice which are the common and sacred cause of the Allies."

Meetings have been arranged throughout the Empire at which the resolution will be put. Members of the Cabinet and of Parliament and other public officials are co-operating in the arrangement. The dominions and colonies are all joining in the movement.

E. M. GROUT GUILTY; JURY OUT 53 HOURS

One Juror Finally Convinced—Recommendation of Mercy.

Edward M. Grout was found guilty late last night of perjury in connection with a statement of the condition of the Union Bank of Brooklyn, of which he was president. The jury came in at 10:45, having deliberated for fifty-three and three-quarter hours.

It was said that from the very start only one juror, James M. Murphy, a musician, had held out for acquittal. They included a recommendation for mercy in their verdict. The former Controller will be sentenced Tuesday.

He came into court about ten minutes before the verdict was returned. His wife and sister-in-law were with him. Grout took his position inside the railing beside his attorney, Stephen C. Baldwin. After a few minutes the jury entered. There was a trying five minutes before Judge Lewis came in.

"I want it thoroughly understood," said Judge Lewis, "that under no circumstances is there to be any demonstration when the verdict is announced."

At the summons of the court clerk Theodore Cramer, foreman of the jury, announced the verdict. Not a tremor was visible to those whose eyes were fixed on the prisoner. In response to the questions of the clerk he gave his "pedigree" in a voice that was inaudible a few feet away.

Judge Lewis thanked the jury for the patience with which they had borne nine weeks of testimony and argument and turned to Mr. Baldwin to hear the customary motions to set aside the verdict and grant a new trial.

Mr. Baldwin said he was not yet ready to make the motions, and asked to have an hour's conference with his client. Judge Lewis assented, but not before he had discharged the jury and remained behind his bench.

After bidding good-bye to his wife, son and other relatives in the Sheriff's room Grout was taken to the Raymond Street jail in his attorney's automobile. He will stay there until Tuesday.

When he is arraigned for sentence, certificate of reasonable doubt, entitling him to bail pending an appeal, may be filed. He and his attorney went into conference in the Sheriff's room under guard of several court attendants.

SHIPS IN CRASH, DRAG TUGS IN BAY

Five Boats in Tangle Wove by Drifting Oil Ship and Four-Masted.

Swinging to the verge of the ebb tide last night the English steamship Teucer, loaded with case oil, fouled the American four-masted Hilton off Stapleton, Staten Island. The bowsprit of the Hilton raked the flank of the oil steamer, brushing off half a dozen lifeboats and finally snapping off and jamming near the steamer's stern.

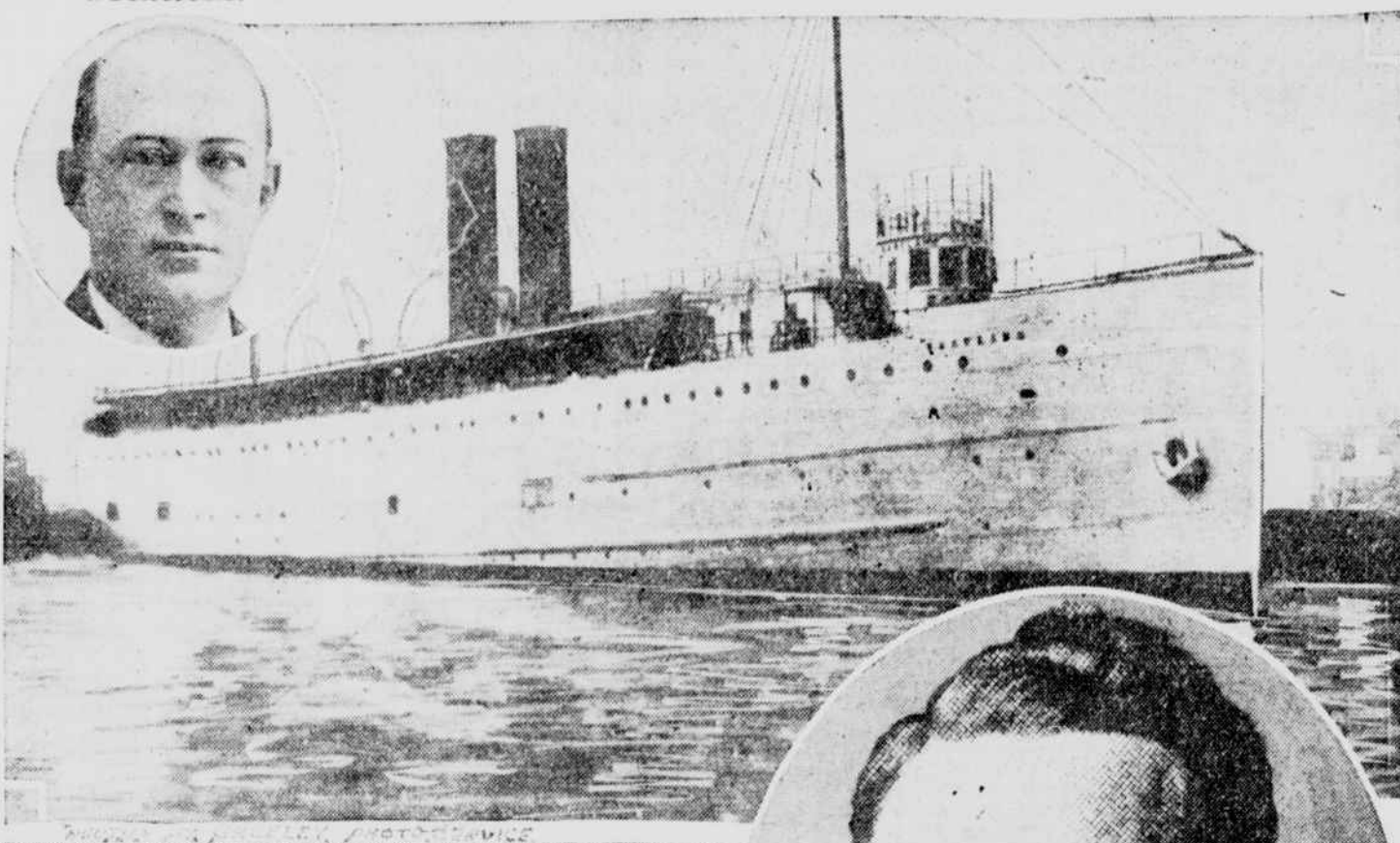
Whistles were sounded and rockets increased in number as the two vessels went up. The tugs Stapleton and Timed went up. The tugs went up and made fast. With their engines going full speed and their anchors out the tugs were powerless to stop the drift of the unwieldy ships. All four started down the crowded upper bay.

Two German freighters came within an ace of being scared. Off Clifton, Staten Island, the tangle picked up the German bark Andros, and the five, with increased momentum, reeled off a drunken course down the bay.

Chug and churn as they would, the tugs succeeded only in imparting a rotary motion to the drift, which made their course through the war-clogged waters doubly perilous. By midnight the five drifters had reached Quarantine and were under the searchlights of the destroyer and naval tug anchored there. The tugs sounded their whistles continually.

It was thought that nothing would interfere with their career until the tide changed at 1 o'clock this morning.

STEAMER ON WHICH 1,000 WERE DROWNED, AND RESCUE LEADERS.



CONVICT REVEALS SING SING PLOT TO FREE BECKER

Life Term, Taken to Executive Mansion, Trapped by Whitman.

ADMITS SECRET TALK IN DEATH HOUSE

Murphy's "New Evidence" Plea May Bring Investigation of Welfare League.

[From a Staff Correspondent of The Tribune.]
Albany, July 24.—On Sunday night, June 20, a convict serving a life term for murder, stole into the death house in Sing Sing prison. Two keepers on watch, who are supposed to let none into the death house but the chaplain, the keepers, the warden and relatives of the condemned, did not stop this life-termer from going to the cell of Charles Becker and conversing with him.

This convict, after having this forbidden talk with Becker, drafted a letter to W. Bourke Cockran, and mailed it to him. Mr. Cockran, Becker's counsel, incorporated the note in his appeal, incorporated the note in his appeal, incorporated the note in his appeal.

The same convict, whose name is Joseph Murphy, wrote a letter to Governor Whitman, begging and imploring (these are the convict's words) a personal audience.

The Governor granted this interview to-day. Mr. Whitman did not go to Sing Sing. The convict came to Albany and was taken, not to a local jail nor to any of the other places set aside for the administration of justice, but to the Executive Mansion.

Governor Traps Convict.
For two hours the murderer sat in a richly furnished room on the second floor of the mansion. This room is used as a study. For two hours the Governor, with his stenographer, sat a few feet away from the murderer, letting him tell his story, with here and there a question interjected.

Murphy, who was brought from Sing Sing by Deputy Warden Johnson, came with the avowed purpose of helping Becker. What the slaver did in the last few minutes of his interview is this:

He admitted what was tantamount to a confession of a convict conspiracy to free Becker.

Murphy lifted himself out of the obscurity of a life term in Sing Sing a few days ago by accusing Bridget Webster, Harry Vallon and Jack Rose of conspiring while they were in the Tombs to send Becker to the electric chair in order to save their own skins. At the time little credence was given to his story. Those who were acquainted with the details of the Becker case regarded it as the last desperate act of a doomed man to cheat justice. They had no proof of this at that time. But proof now exists and will be in the hands of Mr. Perkins on Monday, when Mr. Cockran will argue for a new trial on the allegations of Murphy.

This proof will also serve as the basis for a thorough investigation of the Mutual Welfare League, some of

FOUR INQUIRIES INTO EASTLAND DISASTER BEGIN

Federal, State and City Officials Seek to Fix Responsibility.

WATER BALLAST BELIEVED CAUSE

Witnesses Testify at Coroner's Hearing of Listing of Top-heavy Vessel.

Chicago, July 24.—Coroner Hoffman announced late to-night that he had ordered the arrest of every official of the Indiana Transportation Company, which leased the Eastland. No individuals were mentioned in the coroner's announcement.

[By Telegraph to The Tribune.]
Chicago, July 24.—Chicago was busy to-night getting investigations under way to place responsibility for the negligence which cost probably more than one thousand lives.

Although the Eastland was known over the lakes for its lack of balance, neither officers nor crew apprised the passengers of their danger until it was too late. On that the stories of the survivors, however incoherent, agree.

There are two big questions which the various investigating bodies will seek to have answered:
1. Was it because of a defect in its water ballast system that the Eastland capsized?
2. Were more passengers permitted aboard than its official carrying capacity of 2,500?

Already there have been several answers to both questions.
R. H. McCreary, navigation inspector, says he turned away all prospective passengers after his automatic counter registered 2,500.

Contradicting McCreary's assertion is the estimate of two officials in charge of the outing that 3,200 persons, of whom the women and children outnumbered the men four to one, had been crowded aboard the Eastland.

The Eastland's gauge tender came forward late in the afternoon with the St. Joseph-Chicago Steamship Company's version of the capsizing.
A sudden rush of passengers to the port side of the excursion boat to view a passing launch carried the Eastland over, he said.

Before half the bodies had been taken from the choke "tween decks" of the ship.

Continued on page 4, column 2



The steamer Eastland, 1,000 of whose passengers were drowned when she upset in the Chicago river yesterday. In the inset above—H. F. Albright, of the Western Electric Company, who took charge of the rescue and relief work for the company. In the lower inset is F. W. Willard, another officer of the company, who personally drew twenty-two of the victims from the river.

Women Calmly Await Fate as Men Fight

Dragged from Places of Safety by Frantic Members of Stronger Sex, They Fearlessly Accept Rescue or Death.

[By Telegraph to The Tribune.]
Chicago, July 24.—Stories of joy—a joy which found expression in tears—were told by those rescued from the river or from the deathtrap hull of the steamer Eastland.

A daughter, hauled from the water just when she felt that she had no chance for life, lay on a bed at the Hotel Sherman and told the story of her rescue.

In the crisis the women were the stronger. While men fought madly for their lives the women and girls, after the first panic, quickly recovered. Either they clung patiently to rails and bits of wreckage, or, if trapped in the hull, waited calmly for rescue or death. Rescued, their thoughts for the most part were of those not so fortunate.

With the men it was different. They dragged the women from places of temporary safety so that they might be saved. They struggled madly to save life, not for others but for themselves. And some, when rescued, stood stunned and helpless watching others at work.

"I heard her flop over with a crash and a splash," said William Raphael, manager of a commission house at 71 South Water Street. "I jumped out to the door and saw what had happened. Two women came bobbing up to the surface not far from the shore piling. I jumped in to grab them."

Frantic Man Prevents Rescue.
"Some fat man, his face green with terror, was making for them, too. I got hold of the women and started to pull them out. The fat man held on to the women's dresses, and I couldn't swim with the whole load. I yelled at him, 'Treading water as I fought. He wouldn't let go.'"

"I kicked him in the face and made him let go. I lost one of the women in the struggle, but I got the other woman to shore safely. All three of them might have been saved if that fellow hadn't been scared into a frenzy. I am glad that I saved one, anyway."

"I wonder what the coppers were doing. When I was in the river fighting to save the lives of these women I looked up and saw a whole row of them on the dock. There must have been ten of them there, not making a move."

One of the most dramatic, complete and coherent of the survivors' stories was that told by E. W. Sladkey, head of the Western Electric Company's printing department. The last to board the Eastland and the first to escape, he walked over the upper side of the vessel and jumped to the deck of the Kenosha without so much as wetting his feet. Many of those who were saved, he said, followed his example.

Sladkey, who probably will be an important witness before the various investigating bodies, praised the captain of the Kenosha for his presence of mind in backing the tug against the upset Eastland. But he said the excursion boat's officers and crew gave no warning of the impending disaster until the vessel had heeled beyond an angle of 45 degrees.

L. W. Miller, employed in the Western Electric's stationery department, was one of a group of young men who escaped in the same way as Sladkey. He and the other three—John Peterson, E. H. Peterson and William Lesauenjo—climbed to the dry starboard side.

Woman Pulled Through Porthole.
Mrs. William Peterson, wife of a foreman, was pulled through a porthole to safety. "I was dragged clear

Continued on page 3, column 3

BODIES OF VICTIMS COVER RIVER; MANY TRAPPED IN CABINS

Eastland, "Hoodoo Ship," Capsizes at Pier While Loaded to Capacity for Excursion.

SEARCH OF HULK GOES ON UNDER ELECTRIC LIGHTS

Catastrophe Stops Picnic of the Western Electric Employees, 2,000 of Whom Were Recently Sent West from New York.

(By Telegraph to The Tribune.)

Chicago, July 24.—Nearly 1,000 persons, at the lowest estimate, and possibly 1,200, of the throng of 7,500 employees of the Western Electric Company and their families who started this morning for a picnic across Lake Michigan were drowned when the steamer Eastland, the first of five boats that were to carry the crowd, capsized at her pier in the Chicago River.

Coroner Hoffman at 11 o'clock said that according to the information at hand he hoped that the total dead would not exceed 1,000. The number of bodies in the morgue, according to official count, was 842. While others were added later, there was some duplication, it was discovered. The Coroner said that any bodies in addition to the 842 were in the river or in the hull of the steamer Eastland. These are estimated at from 200 up.

It is believed that 1,500 of those on board were saved. These estimates do not fit into the official statement, which places the number on board at 2,500, the legal capacity of the vessel. Several witnesses, however, declare that this number had been greatly exceeded, some putting the total as high as 3,200.

Probably four out of five of the victims were women and children. The men employees were practically all accompanied by their families, while in addition there were hundreds of girl workers.

All day long every available man strained at the work, first of rescuing the living, and then of recovering the bodies, and to-night long lines of electric arcs were stretched along the uppermost side of the Eastland to enable firemen and divers to continue their work through the night.

NO CHANCE TO ESCAPE.

So sudden was the overturning of the boat that none on board had a chance to escape. Within five minutes of the first noticeable list, the vessel snapped the hawsers that held her to the pier, or dragged up the piles to which they were fastened, had drifted slowly a few yards out into the river, turned on her beam ends and settled to the bottom in twenty-five feet of water.

Panic seized the passengers when the boat began to turn over. The best accounts of witnesses agree that the steamer rolled slightly twice, then turned further, and that hundreds of screaming, struggling men, women and children slid across the sloping decks, fought for room and clutched at companions, deck chairs or any other object that came to hand.

Women and children by hundreds were caught below decks, and the scratched faces, torn clothing and bruised bodies of the dead bore mute evidence of the desperation with which they had fought for life.

Instantly the surface of the river became a mass of bodies; the light dresses of the women and children, who were nearly four times as numerous as the men, making patches of tragedy on its murky surface.

MEN RUSH TO RESCUE.

Instantly, too, from the crowd still waiting on the piers, from neighboring boats and buildings, and from every point where men were gathered volunteer heroes plunged to the rescue.

When firemen chopped and forced their way through the side of the hull of the overturned boat they found bodies piled on one another like so many boxes of merchandise. They began taking them out and placing them on the tug Racine, which stood alongside. There they were placed on stretchers and carried ashore.

Eight divers, equipped with underwater suits and helmets, searched the holds of the vessel, aided by a dozen or more volunteer swimmers who, clad in bathing suits or stripped to their underwear, dived time after time into the water.

As quickly as a body was located it was seized with hooks and brought to the surface. "There's one," would be the cry, and usually this would be followed by the call: "It's a woman."

Summer gowns and finery torn to shreds, scratched faces and clenched hands were the rule.

The rescuers for several hours suffered from the heat of the hull, caused by the furnaces of the boat. They stood first on one foot and then on the other until sawdust, burlap bags and tarpaulins were laid on the hot steel plates.

Several persons were taken alive from the cabins of the ship after it had lain on its side in the river for four hours, but the hundreds of others said to be in the hulk are all dead.

There were seventy-two men in the crew of the Eastland and

Samuel Hopkins Adams

writes his regular weekly business article this morning about a visit to one of those men's furnishing stores whose alluring windows have often stopped you. Here's your chance to find out what is inside—without paying for your lesson. Turn to the article now—it's on Page 12.

The Sunday Tribune

First to Last—the Truth:
News—Editorials—Advertisements

Continued on page 7, column 1